Modal Planning Overview

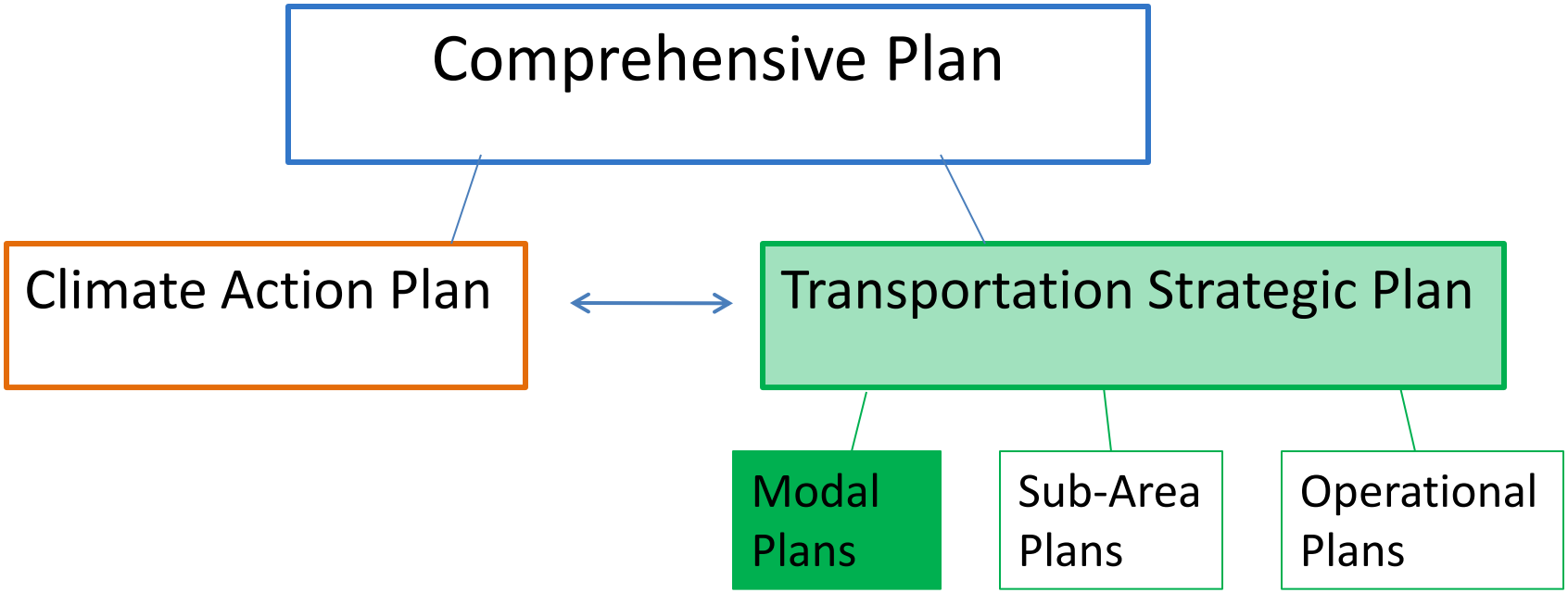
Seattle Freight Advisory Board

May 17, 2011

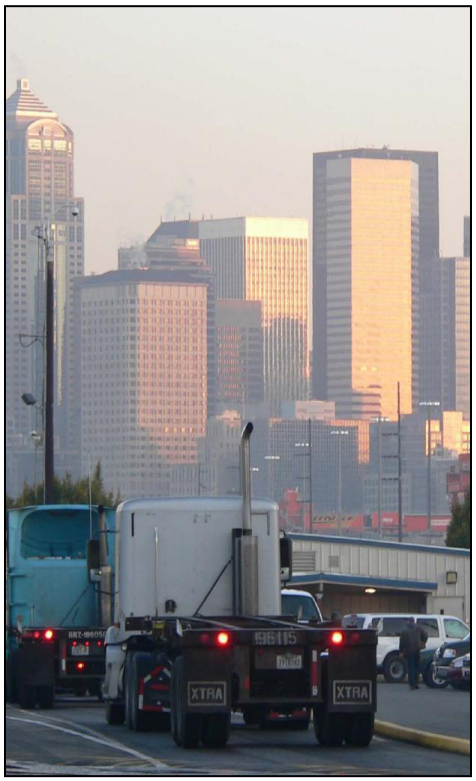
SDOT
Seattle Department of Transportation

Flickr James Arnott

Background: Vision Drives Planning



Background: Transportation Strategic Plan–Four Cities Model



The Sustainable City

- Make the best use of the right-of-way for moving people and goods
- Maintain Seattle's infrastructure
- Price and manage parking wisely
- Reduce auto trips and greenhouse gas emissions
- Improve the environment
- Increase safety for all modes and all users

The Equitable City

- Eliminate institutional racism
- Empower participation by under-represented communities
- Make the transportation system work for everyone to increase opportunity
- Communicate information about projects and programs in an accessible, engaging, and compelling manner

The Productive City

- Keep freight and goods moving safely and efficiently
- Leverage public and private transportation investments
- Support Seattle's growth and maintain our competitive edge
- Serve as a model for organizational efficiency, innovation, and service

The Livable City

- Support Seattle's neighborhoods as great places to live, work, play, and visit
- Encourage walking, bicycling, and transit use as healthy transportation choices
- Connect to Seattle's many waterfronts and natural vistas
- Increase access to cultural, recreational, and intellectual opportunities

Modal and City-wide Plans

2002: Freight Mobility Strategic Action Plan

2005: Freight Mobility Strategic Action Plan (update)

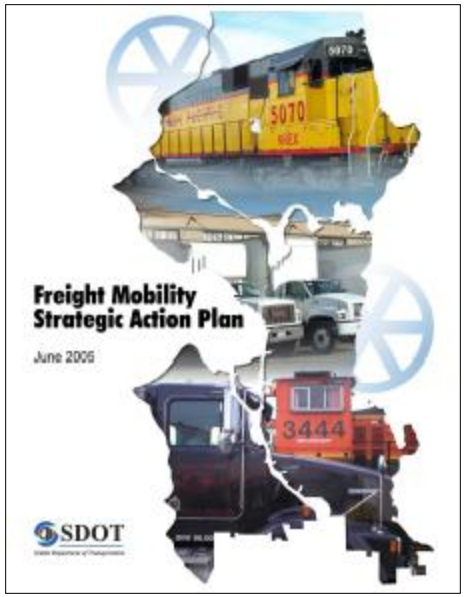
2005: Transportation Strategic Plan

2005: Seattle Transit Plan

2005: Right-of-Way Improvements Manual

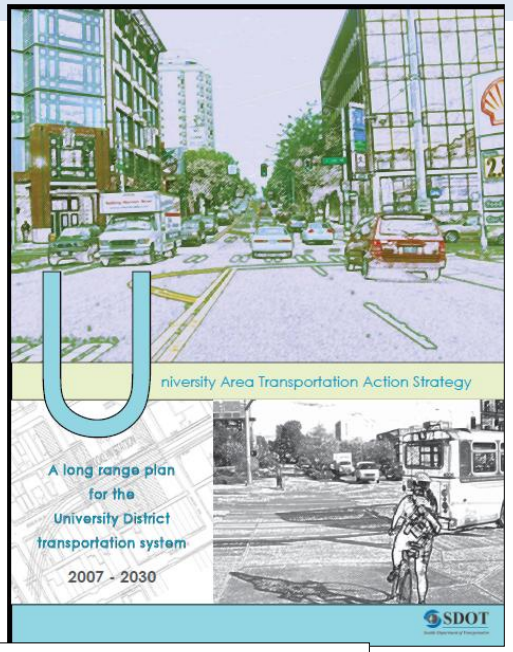
2007: Bicycle Master Plan

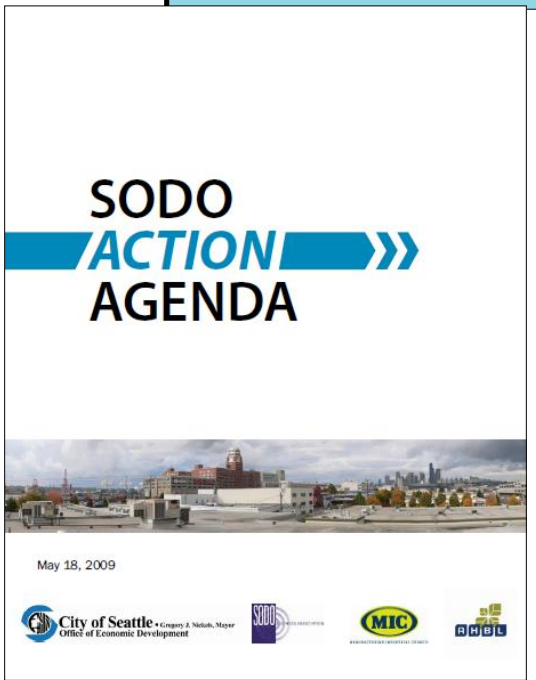
2009: Pedestrian Master Plan



Sub-area Plans

2000: M&I Center Plans (Duwamish and BINMIC)
2002: South Ballard Transportation Corridor Study
2003: Center City Circulation Report
2002: University Area Transportation Study
2004: South Lake Union Transportation Study
2006: Northgate Coordinated Transportation Investment Plan
2006: South Park Action Agenda
2008: Southeast Transportation Study
2008: University Area Transportation Action Strategy
2009: SoDo Action Agenda





Common elements of modal plans

1. Goals and objectives
2. Inventory--data
3. Network planning
4. Projects, programs, policies
5. Prioritization criteria
6. Outreach and public engagement
7. Design standards and best practices
8. Cost to implement

- Cost to develop plans ranges from $300,000 to $600,000, plus staff time.
- Variables include extent of data collection, data analysis, and public outreach.

Bicycle Master Plan (BMP)

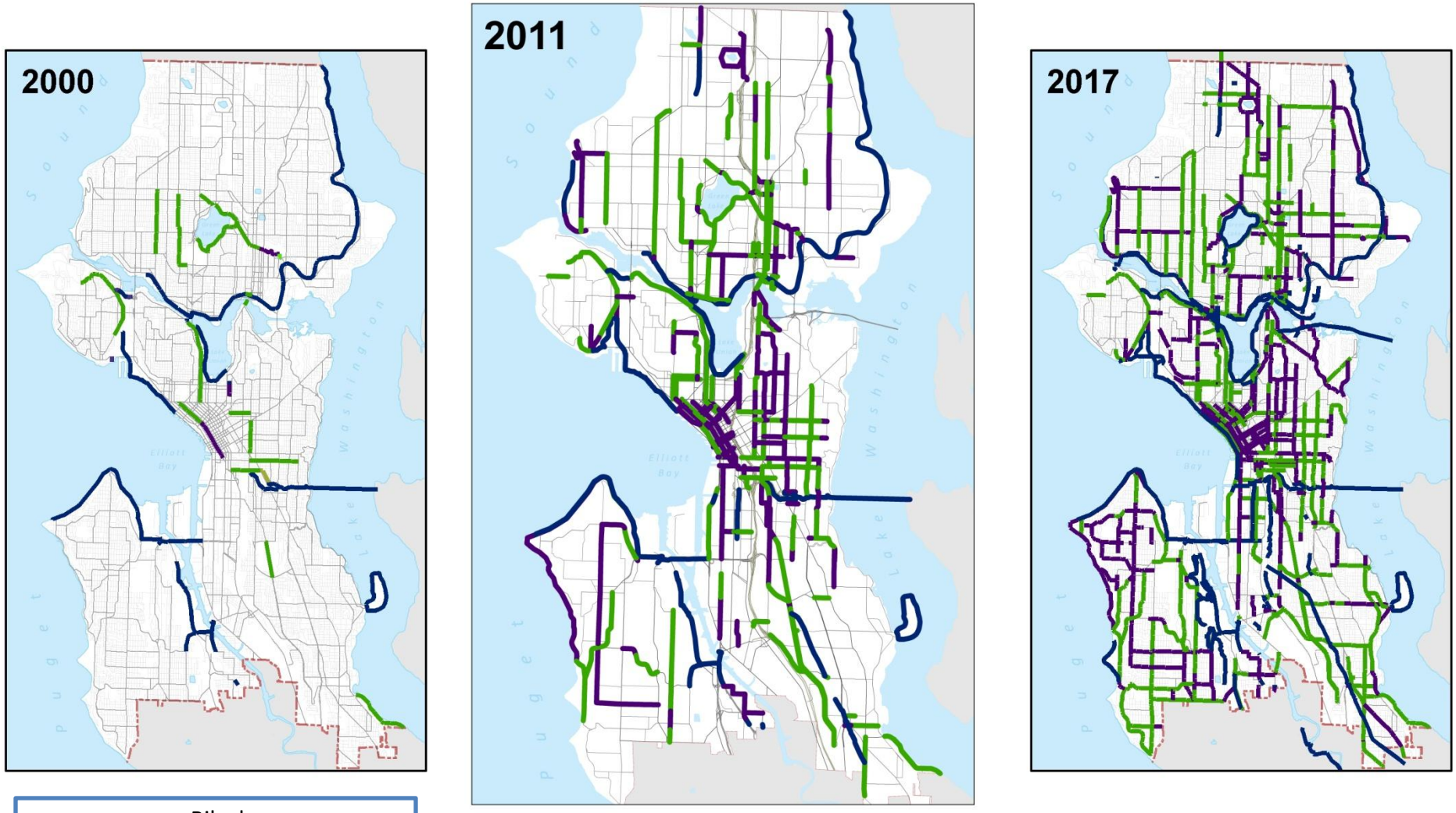
Vision: Create an interconnected network of on- and off-road bicycling facilities

Goals: Increase ridership and improve safety

Outcome: A bicycle facility network for everyone

Total Cost to Implement: $240M

Seattle's Bicycle Network



Bicycle Project Prioritization

Prioritization Score Based on:

- Master Plan System Completion – 20 points
- Safety – 30 points
- Mobility – 40 points
- Anticipated Demand – 20 points
- Equity – 20 points

Balancing Factors:

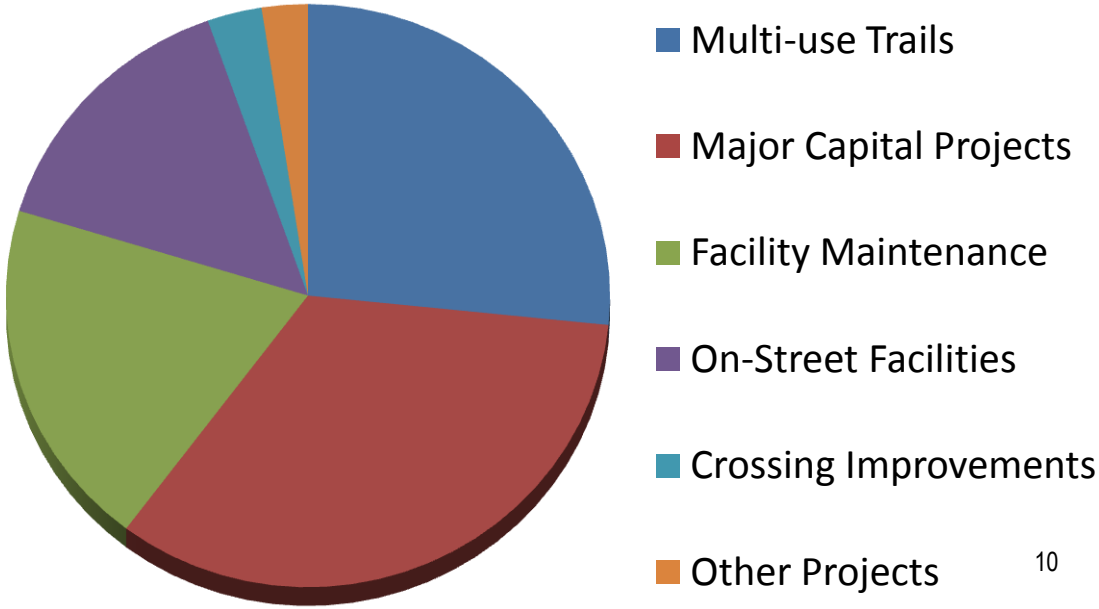
- Partnering opportunities
- Coordination with other projects
- Geographic balance
- Pavement condition

BMP Implementation Cost

Total Cost to Implement over 10 years:

- $36 m On-street facilities
- $ 7 m Crossing improvement
- $64 m Multi-use trails
- $81 m Major capital projects
- $46 m Facility maintenance
- $ 6 m Other projects
- **$240 million total**

(2007 dollars)



2011 BMP Deliverables

- 15 miles bike lanes and sharrows
- 20 miles signed bicycle routes
- 20 miles of trail inspection
- 10 trail spot improvements
- 30 miles of bicycle facility maintenance
- 15 maintenance and spot improvements
- 300 bike parking spaces
- New 2011 bicycle maps

Pedestrian Master Plan (PMP)

Vision: Make Seattle the most walkable city in the nation

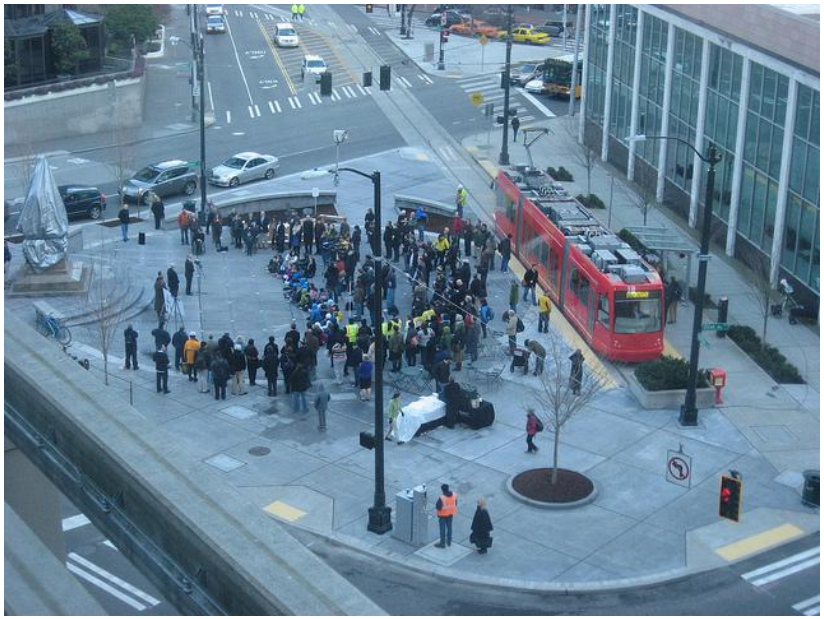
Goals: Enhance safety, equity, vibrancy, and health

Outcome: Develop citywide and neighborhood-specific projects and programs

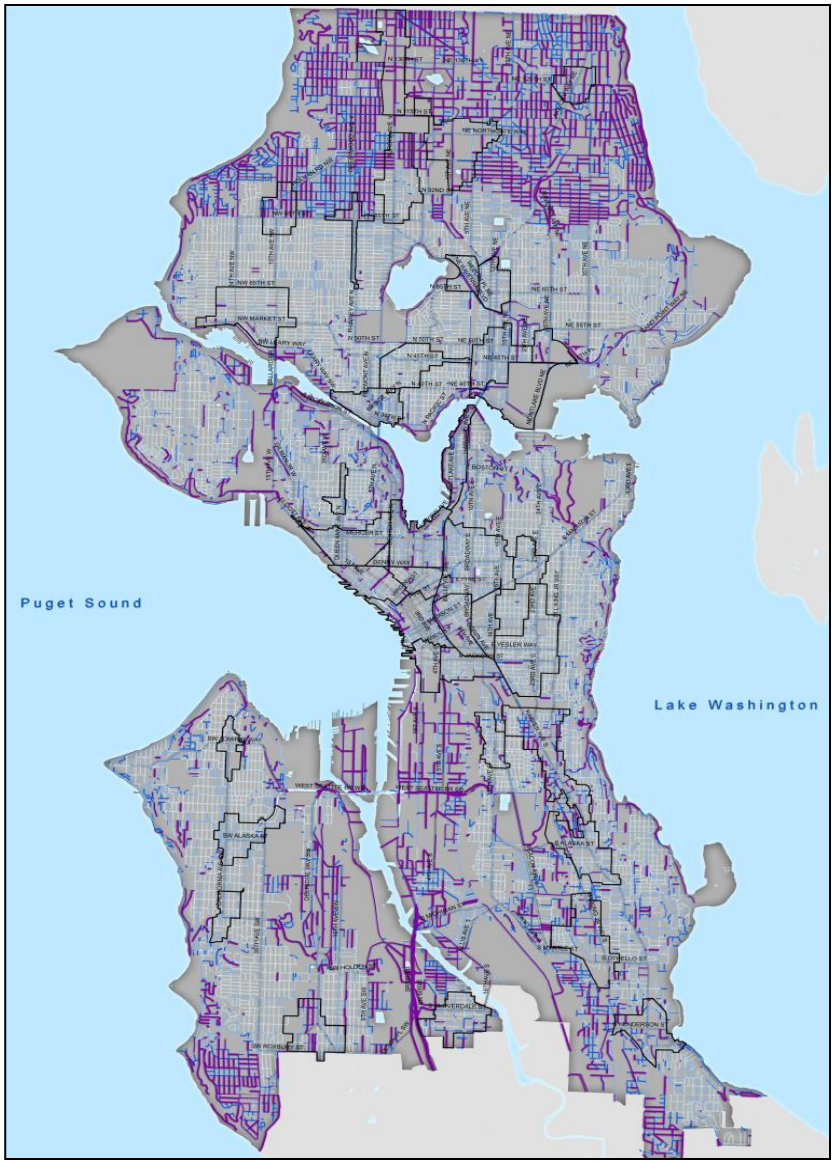
Cost to Implement Tier 1 Projects: $840M

PMP Objectives

- Complete and maintain the pedestrian system
- Improve walkability
- Increase safety
- Plan, design, and build complete streets
- Create vibrant public spaces
- Get more people walking



PMP Inventory

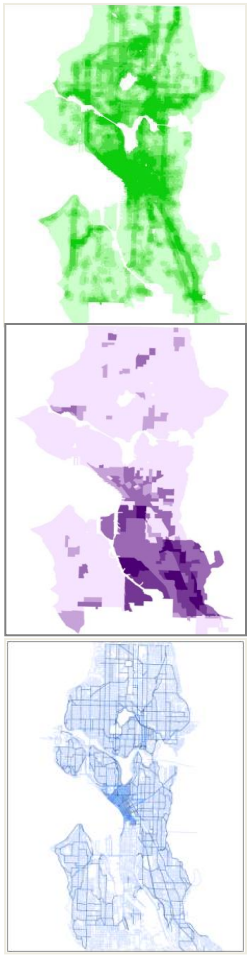


Along the Roadway

Across the Roadway

Establishing Priorities

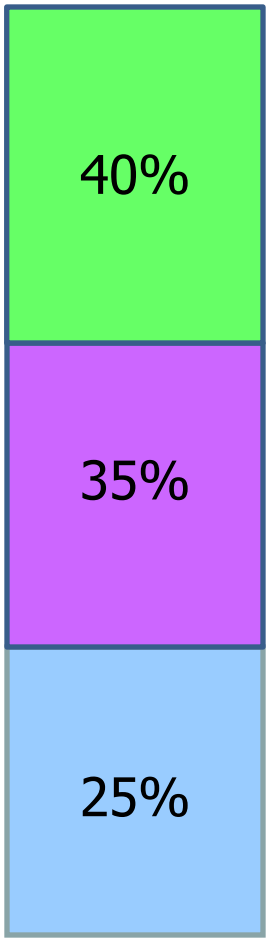
Building Blocks → Contribution → High Priority Areas

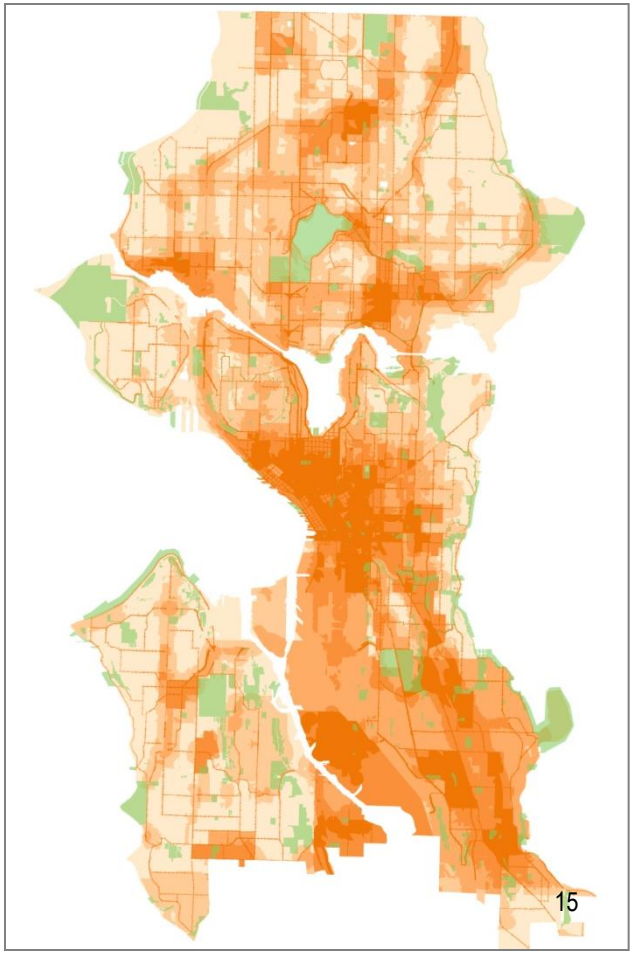


Demand

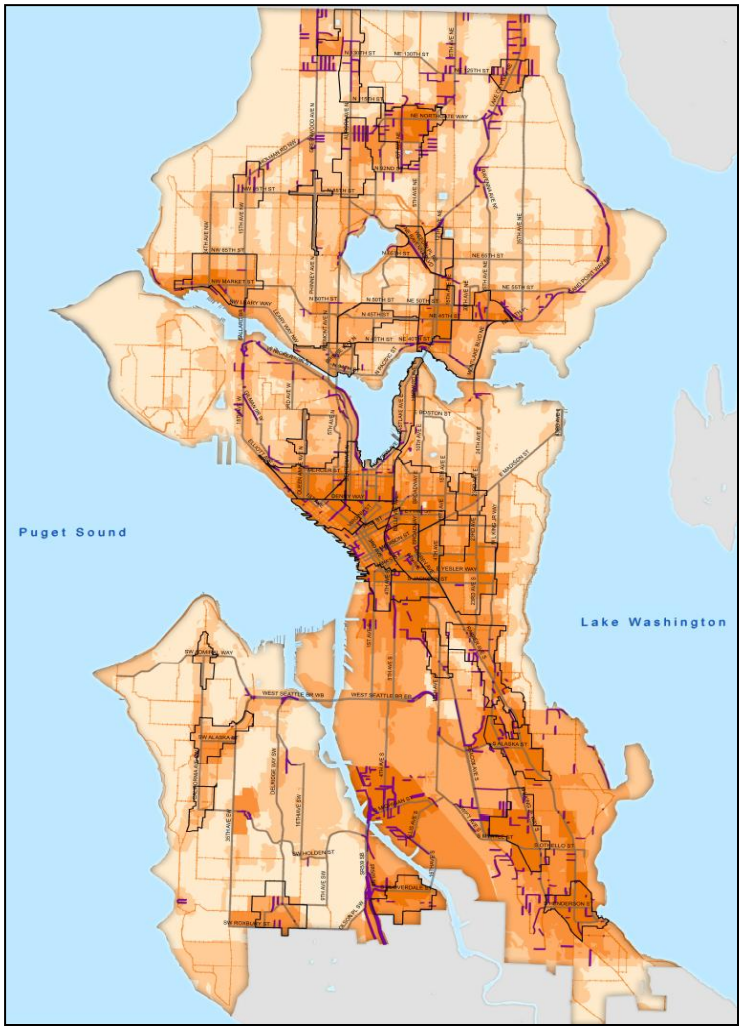
Equity

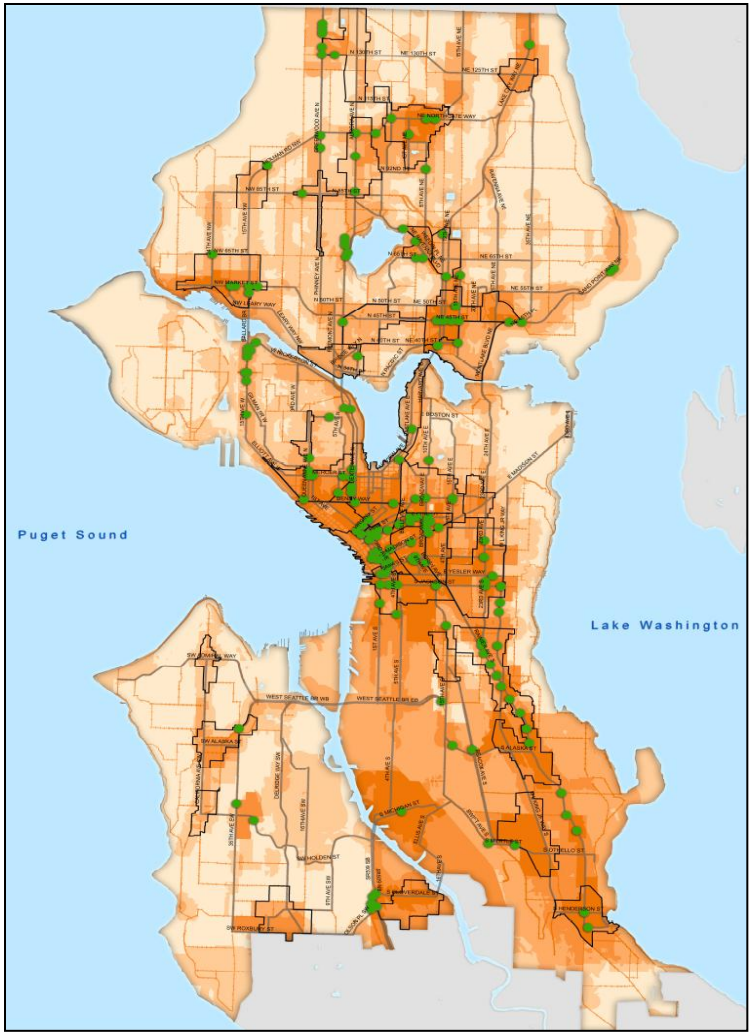
Corridor Function





Prioritizing Improvements





PMP Programs and Policies

Examples from the Pedestrian Master Plan include:

- King Street Station Hub Strategy
- Pedestrian safety education campaigns
- Pedestrian-scaled lighting plan
- Design standards updates
- Legislative actions for street food vending and Festival Streets

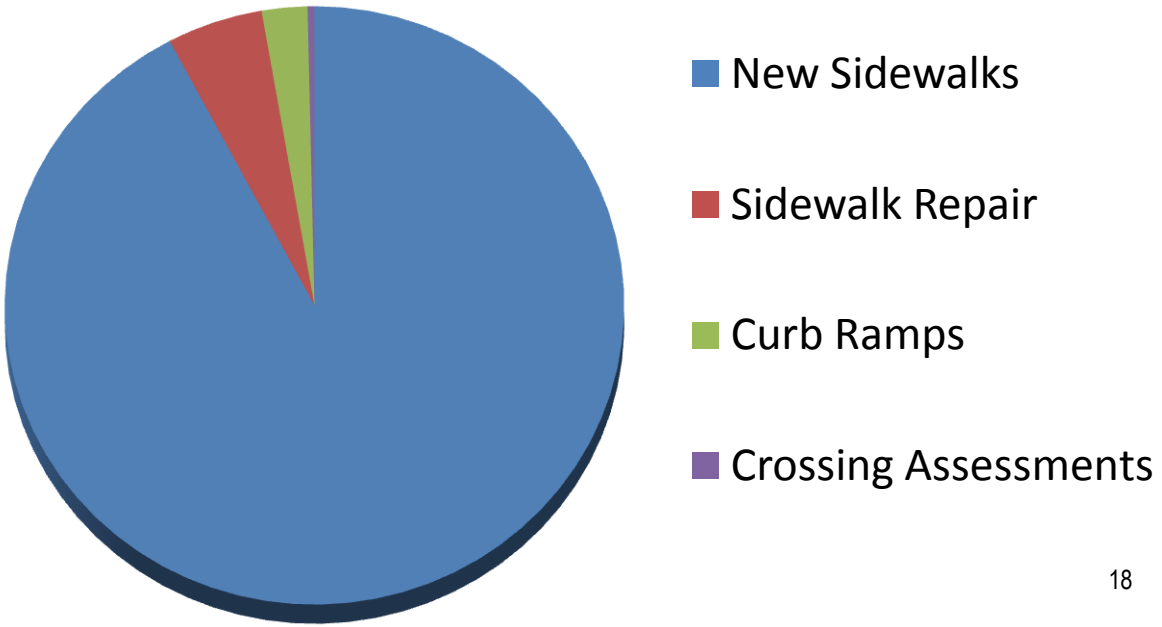
PMP Tier I Implementation Cost

Along the Roadway:

- New sidewalks $774M
- Sidewalks Repair $42M

Across the Roadway:

- Curb Ramps $20M
- Crossing Assessments $3M



2011 PMP Infrastructure Deliverables

- 50 crossing improvements
- 25 pedestrian countdown signals
- 300 crosswalks remarked
- 10 school zone improvements
- 5 school walking route improvements
- 10 blocks of new sidewalk
- 280 curb ramps
- 22 blocks of sidewalk repair

Transit Master Plan Goals

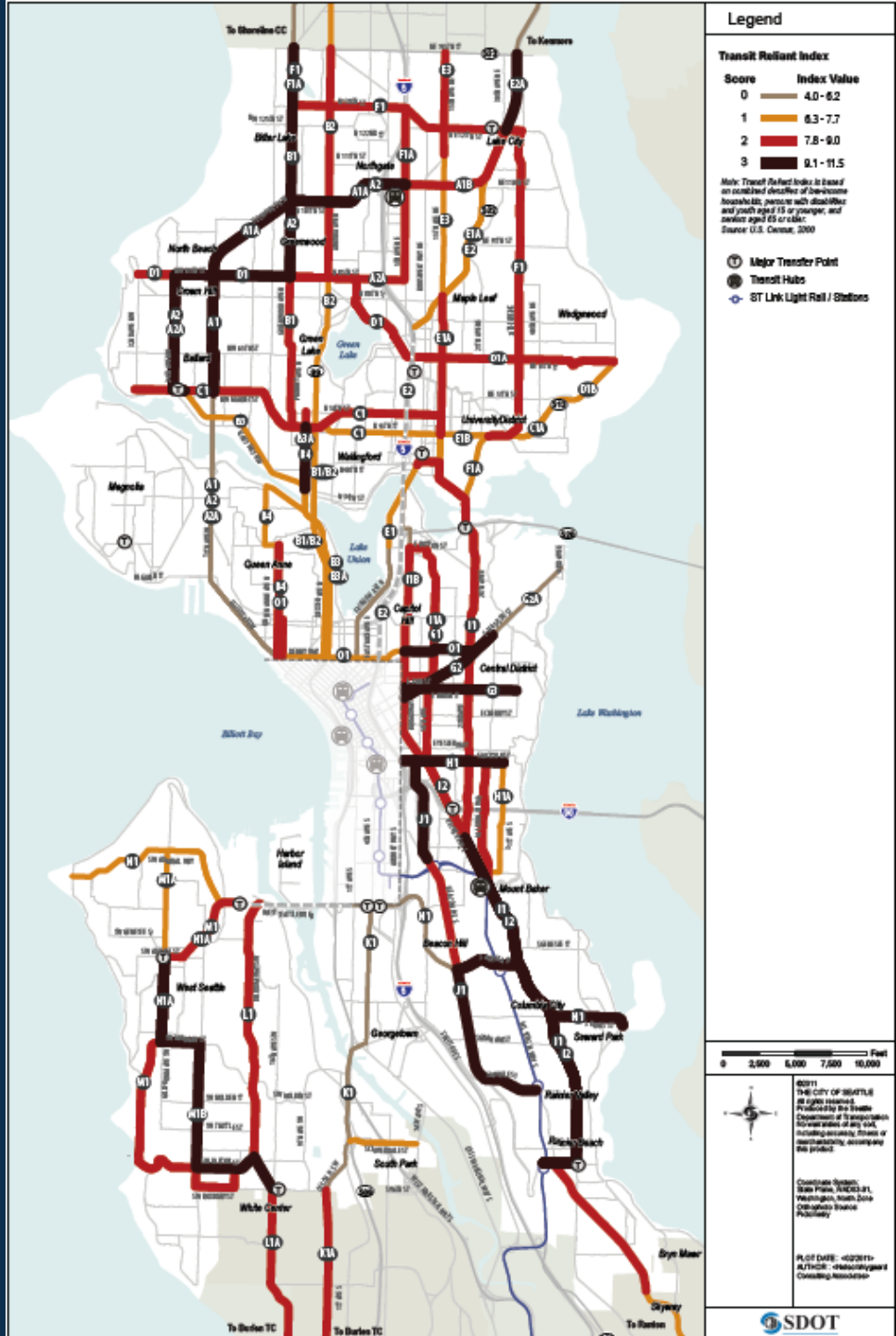
- Make it easier and more desirable for people to take transit
- Respond to the needs of vulnerable populations
- Meet sustainability, growth management, and economic goals
- Create great places where modes connect
- Advance implementation within constraints

Briefing Book

- Market analysis
- Land use
- Transit performance
- Peer cities
- Best practices
- Modal descriptions

Stage I: Corridor Definition Criteria

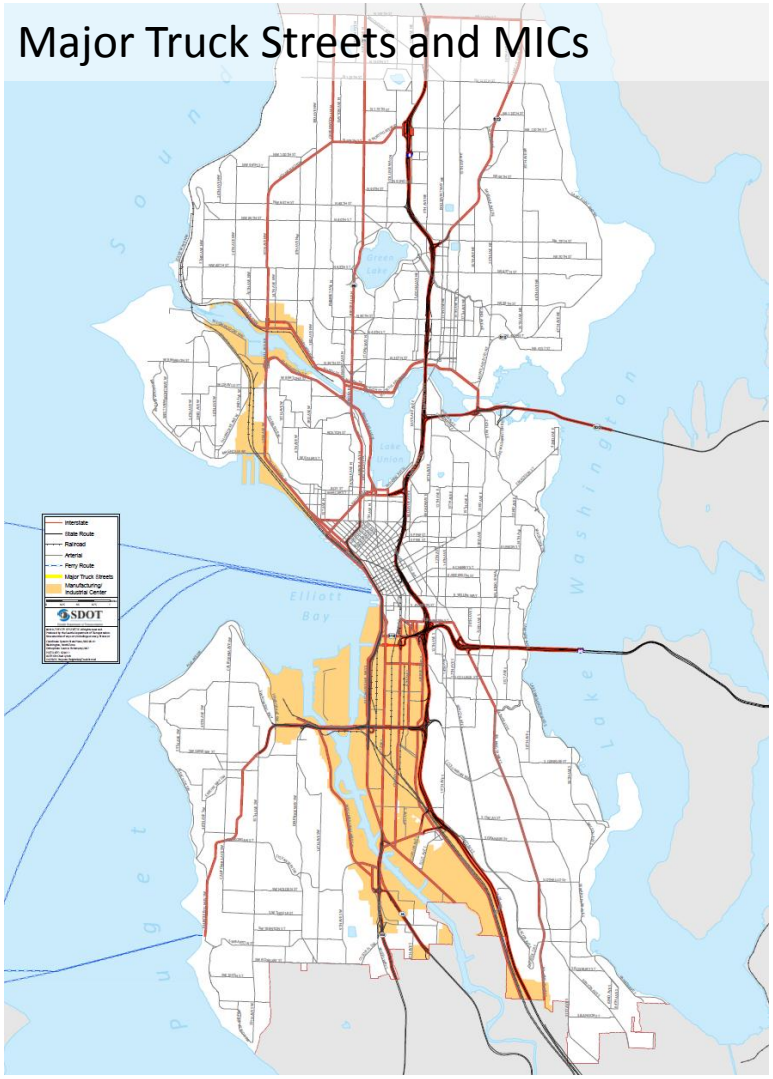
- Existing ridership/productivity
- Ridership potential (current land use)
- Future ridership potential (2030 land use)
- Benefits to vulnerable communities
- Potential for travel time savings
- Anchor/generator strength
- Urban and commercial centers



2005 Freight Mobility Strategic Action Plan

- Developed in 2002; last update in 2005
- Included 22 actions in these categories:
  - Seattle is the region's economic engine
  - Creating freight partnerships
  - Truck access and circulation
  - Rail access and operations
  - Port of Seattle container & cargo terminals
  - Freight access to industrial areas
  - Retail goods delivery
- Also served as a progress report

Freight Framework



- Two Manufacturing and Industrial Centers:
  - Duwamish
  - Ballard/Interbay/Northend
- Network of Major Truck Streets
- 2005 freight plan
- Complete Streets
- Right-of-Way Improvements Manual
- Capital improvement process
- State and regional efforts

Planning Roles

- Staff
- Consultants
- Plan Advisory Committees
- Modal Advisory Boards

Questions and Discussion